

Prices and Prospects.

COKE MAY GO \$2.75 BEFORE DECEMBER 1 IS THE PREDICTION

Steadily Increasing Pig Iron Production Leads to Rise Prediction.

CONTRACTS ON FOR FURNACES

After Wait Since May When Early Orders Were Closed, Sales Arrangements are in Full Sway. Rise to \$2.50 Forecast for October.

Special to The Weekly Courier
PITTSBURG, August 14.—Contracting for furnace coke has been resumed, after a long wait since early contracts were closed last May. It is understood that the Producers' Coke Company has closed four or five contracts in the past week, aggregating 20,000 or 25,000 tons a month for the balance of this year on contract at \$2.50 for 6,000 tons, and others for various quantities. While there is some uncertainty as to the prices involved in the contracts it is understood that none of the coke went at less than \$2.25 and some of it may have brought slightly more as it is claimed that some furnaces have bid \$2.00 for certain brands of coke.

Contracting for furnace coke is now fully under way and the prediction is that prices will advance as further sales are made on the basis that with steadily increasing pig iron production there will not be enough coke to go around, and in some well informed quarters this conviction is expressed that coke will be \$2.50 before October 1 with the prospect that it will reach \$2.75 before December 1.

Many of the furnaces have not covered yet and these have been buying prompt and nearby coke so as to take small lots and others enough to round out their requirements for the month. Altogether it may be estimated that between 20,000 and 25,000 tons of prompt and nearby coke has been purchased in the past week, a portion of it at \$2.30 out the major part at \$2.25. Below this price it seems no other has gone and it is represented that it has been easy to secure \$2.25 from any buyer really needing coke of good quality. The market stands quotable as follows:

Prompt furnace	\$2.25
Contract furnace	\$2.25
Prompt foundry	\$2.25
Contract foundry	\$2.25

Now that the question of coke prices is practically settled there is more disposition to the part of steel furnaces to blow and there is also more disposition to advance pig iron prices. Some furnaces have already gone into blast. The second Hibbard stack of the Andrews & Hitchcock Iron Company went in on August 1 while the Quigley No. 4 of the Jones & Laughlin Steel Company and the Rebecca of the Kittanning Iron & Steel Company blew in late last week. Another furnace of the Valley Forge Foundry Company, at Sharpsville will go into blast in a few weeks and it is stated that the prospective output has already been taken care of, while the furnace at Girard O. and J. Schupha No. 2 at Josephine, Pa., will likely go into blast in September.

Pig iron prices have been advancing. There is no more \$12.50 Valley basic iron to be had all the furnaces now quoting \$14 or \$14.25, and it is claimed also that there is no more Bessemer iron at \$14.50. Valley, there being a question whether any could be secured at under \$15. Foundry iron has advanced 50 cents to \$14 Valley and a number of small sales have been made at this figure in the past few days.

Stocks of merchant pig iron in Western Pennsylvania and the Valleys have been thoroughly cleaned up in the past few months and a point has been reached where one or two of the furnace interests are actually short of iron in some cases to the extent of buying iron on the outside to apply on contracts, all of which indicates that the long expected movement in pig iron prices now started is likely to carry the market to a substantially higher level.

New Westmoreland Coal Head
A. P. Cameron, for many years superintendent of the mine of the Westmoreland Coal Company at Claridge and for several years past superintendent of the Penn Gas Co. Company with offices at Irwin has been appointed superintendent of the Westmoreland Coal Company to succeed E. G. Smith.

Uniontown Buys Greene Co. Coal
M. H. Bowman and B. B. Howell of Uniontown have purchased from Mrs. W. E. Wolf of Salem, N. H. a 3-acre interest in a block of 2,552 acres of coal in Wayne and Center townships, Greene county.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION	WEEK ENDING AUGUST 10, 1912.	WEEK ENDING AUGUST 3, 1912.
DISTRICT		
Connellsville	10,000	10,000
Lower Connellsville	10,000	10,000
Totals	20,000	20,000

FINANCIAL	WEEK ENDING AUGUST 10, 1912.	WEEK ENDING AUGUST 3, 1912.
Connellsville	10,000	10,000
Lower Connellsville	10,000	10,000
Totals	20,000	20,000

SHIPMENTS	WEEK ENDING AUGUST 10, 1912.	WEEK ENDING AUGUST 3, 1912.
To Pittsburgh	10,000	10,000
To Points West of Pittsburgh	10,000	10,000
To Points East of the Region	10,000	10,000
Totals	20,000	20,000

Production and Output.

TAFT VETOES THE STEEL BILL; FEARS DISASTER TO INDUSTRY

President Declares Proposed Measure Affects Fifty Nine Allied Manufacturers

WASHINGTON, Aug. 14.—A number of objections to the bill on the part of the steel industry have been made known to the president. The bill is a revision of the tariff on iron and steel. The president has vetoed the bill. The steel industry has expressed its disappointment. The bill was passed by Congress in 1909. The president has vetoed it. The steel industry has expressed its disappointment. The bill was passed by Congress in 1909. The president has vetoed it. The steel industry has expressed its disappointment.

COKE TRADE IS MORE THAN HOLDING OWN; CLOSE TO MAY MARK

Connellsville Product Slowly Climbing to Spring Record of 400,000 Tons.

Those Going Out of Blast Last Week Have Small Bearing Upon Tonnage Labor Situation Not Changed Materially No Unusual Features

IMPROVEMENTS ON P. & L. E. HALTED AT DICKERSON RUN

Company Awaits Outcome of Business on Division of Western Maryland.

HAD PLANNED SHOPS AND BARN

New Road and Buckhannon & North ern Said to be in Scheme to Develop Immense Coal Areas in Greene County, Pennsylvania

Further improvements at the Pits burg & Lake Erie at Dickerson Run is said will not be made until the road is built. An estimate on the amount of right traffic which will develop from the Connellsville Chamber and the new roads being built into West Virginia.

Dickerson Run is to be the terminal of the Pittsburgh and Lake Erie and the West Virginia and provision has been made by the acquisition of land for large shops and barns. At present there are eight carloads and L. westbound tracks at Dickerson Run with receiving yards in which there are four tracks. The receiving tracks are to be used in connection with the westbound traffic of the West Virginia.

It is said the West Virginia road the new West Virginia road the Buckhannon and Northern are in the scheme to develop the immense coal areas in Greene county, Pa. and Monongalia county, W. Va. Freight according to Colonel J. M. Schoenmaker of Pittsburgh is to be opened October 1 on the extension into West Virginia.

The West Virginia road traps the coal and coke fields of West Virginia and its equally immense lumber areas. Its Maryland sections run through a richly endowed agricultural territory where the mountain peach and apple flourish. On the road are great quantities of limestone utilized in fluxes in steel production. Along its northern branch in the Blue Ridge Pen Mar region are many mountain resorts.

ARTICLES OF CLOTHING IN LEMONT GIVE SEARCHERS HOPE

No Trace Found However of Scamilton, Nor of Miners in Superba

Several articles of clothing have been found the past few days in the Lemont mines where three miners lost their lives in the flood of July 4. None of the clothing, however, has been identified as belonging to John Scamilton whose body is the only one of the trio not recovered.

As yet no trace of Scamilton's body has been discovered nor any other which might indicate its whereabouts. The search for the body continues. Two more are still in the Lemont mine. The bodies of six have been recovered.

No livestock was found in the Lemont mine and no other work is being done there.

There is no change in the report that Scamilton's body is in the Lemont mine. It is said that the body is in the Lemont mine. It is said that the body is in the Lemont mine. It is said that the body is in the Lemont mine.

MULE FOUND ALIVE IN MINE EIGHTEEN DAYS AFTER FLOOD

Animal Discovered Almost Dead From Starvation in Trick Shaft.

Five Dead Beasts Are Seen

Brute in Works Since Flood of July 24 When More Than 200 Workers Escaped Death Given Food by Men in Shaft

On the 14th of the month a mule was found alive in the Lemont mine. The mule was found in a trick shaft. The mule was almost dead from starvation. The mule was found by a miner. The mule was found by a miner. The mule was found by a miner.

NEW BETHELEHEM STEEL OVENS GREATEST OF TYPE IN U. S.

German Genius Necessary to Utilize Gas, Tar and Ammonia in Coal

Within a mile of the new plant of the Bethlehem Steel Company has been brought in to being a great coke and gas works. It has not destroyed the landscape. It does not belch forth clouds of black smoke.

This plant has been constructed and equipped in such a way as to utilize virtually every component part of the 10,000 tons of coal which it will take every day. It will show what applied science and trained engineering skill can do to turn to human benefit the full measure of energy which nature has stored away in coal.

This is the first great by-product coke plant in eastern Pennsylvania. In America there is no other coke and gas works like that which the Lehigh Coke Company is to operate. German genius and German money, meeting an American need have combined to put the plant in the Lehigh valley. In cash it has cost a little more than \$1,000,000.

The gas from the coal will pass in a 1,000,000 cubic feet capacity collecting tank and thence flow through pipes to the open hearth furnaces and steel-heating pits of the big steel works. The result will be a very important saving in the fuel cost at the Bethlehem Steel company plants.

The 300 coke-oven plant will be operated almost entirely by mechanical devices. By day 140 and by night 115 men will handle all the work. The plant will take in grind up and feed into its ovens 10,000 tons of a coal a day and from that produce 4,000 tons of furnace coke, 50,000,000 cubic feet of gas, 160 tons of coal tar and 45 tons of sulphate of ammonia.

Sell Stock in C. P. & W. L. N.
Stock in the Charleston Parkersburg & Western Railroad Company or named to build a railroad from Charleston to Parkersburg is being sold. Promoters claim that the road will be the greatest of the West Virginia short lines.

W. M. Has Two Immense Engines
The Western Maryland railroad has received two immense engines for use on the Connellsville-Cumberland extension. The engines were shipped from the Baldwin Locomotive Works. Each weighs 330,000 and is said to be the longest on the road.

CAR AND LUMBER SHORTAGE IS GREATER THAN IN FIVE YEARS

Connellsville Company Products More Acute Scarcity Next Few Weeks

Alber W. Hines of the Connellsville Const. Co. has commented Thursday upon the lumber and car shortage which he said had not been so great in five years. The car shortage has been hampering the delivery of lumber since the first of the year and Hines said he believed the situation would become much more acute within the next few weeks.

It requires about 60 days to get a carload of lumber from the Connellsville Const. Co. and it is very hard to get lumber let alone the cars.

Hines said the lumber business is at a standstill. The lumber business is at a standstill. The lumber business is at a standstill.

STEEL MAKERS SAID TO FEAR 8-HOUR DAY WILL RUIN TRADE

Writer Tells of Probable Results With German Competition Under New Condition

What the National Child Labor Committee and the Consumers' League have been doing to the steel industry is being done by the steel industry. The steel industry is being done by the steel industry. The steel industry is being done by the steel industry.

BOOM IN CHEAT HAVEN

Dam and Railroad Construction Stimulus to Growth of Town

The first machine shop of the T. A. Gillespie Company contractors for the West Virginia Development Company's power dam near Cheat Haven, is now under roof. Construction of a second machine shop began Monday.

The contractors are busy on the preliminary work for the dam. At the dam site a shift is being sunk into Cheat river to ascertain the rock formation and the depth to which it will be necessary to drill for a foundation.

Cheat Haven is enjoying the biggest boom of its existence. It now has eight stores. Four of these were opened in a week.

The Cheat Haven & Briceford Railroad Company has a big force of men at work on the trestle across Grass Run not far from Cheat Haven.

Water Splash Special on Test Run
The Pennsylvania water splash special has completed the monthly run over the beam line between Philadelphia and Pittsburgh. The train derives its name from the custom of placing a glass of water on the window sill of a coach. Each time the water is splashed from the glass by any irregularity in the track, it counts against that section of the road.

WEST PENN AT BENTLEYVILLE

Concern Works on Allied Line Contemplating Charleston Extension

Work on the construction of an electric railway line through Bentleyville has been started by the West Penn Railway Company controlled by the West Penn.

The extension of the line through Bentleyville will be about two miles and a half. According to the statement of one of the officials of the company work will be continued throughout the winter.

The West Penn Street Railway Company secured a franchise to build in Bentleyville last winter. It is now intended to extend the line to Bentleyville.

Receiver for Western Allegheny
The Western Allegheny Railway Company was placed in the hands of a receiver by an order of court at Pittsburgh yesterday is the result of the filing of a bill in equity in Connellsville Court against the company by Harry A. Love & Creditors. The receiver is said to be a local man. The receiver is said to be a local man. The receiver is said to be a local man.

President of W. M. Here
President V. E. Underhill of the Western Maryland railroad passed through Connellsville Thursday afternoon about 4 o'clock. He stopped for a short time at Dickerson Run. The special train was made up of two private coaches and a baggage car.

SCOTT TO LEAVE LA BELLE

President of Wheeling Iron Company to Become Head of

Although a official announcement has been made it is understood that Scott, president of the La Belle Iron Company, will leave in a short time and give his attention to the Wheeling Steel & Iron Company.

The new company of which Scott will have charge is one of the largest in the world. It is one of the largest in the world. It is one of the largest in the world.

B. N. Treasurer Here
T. B. Blair, treasurer of the Bend Iron & Northern Railroad Company, accompanied by Auditor O. J. Kelley, passed through Connellsville Saturday evening. Blair, who is a local man, is a local man. Blair, who is a local man, is a local man.

Mt. Pleasant Cokerman Killed
O. H. Hill, cokerman at the Mt. Pleasant coke plant, was killed by a fall of slate. The slate fell on him. The slate fell on him. The slate fell on him.

Oak Hill Strikes Against Buttons
Oak Hill, Aug. 14.—Because of the men who had been in the Oak Hill strike, the men who had been in the Oak Hill strike, the men who had been in the Oak Hill strike.

Graceton Coke Co.

FOUNDRIY COKE

GRACETON, PA.

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

With Their Owners, Address and Ovens in Blast Corrected to
Saturday, Aug. 10, 1912.

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THE COURIER COMPANY, 127½ W. Main St., Connellsville, Pa.

The Weekly Courier, \$1 a Year--Trade Paper of the Coke Region.

W. G. DOCKHILL,
PATENT ATTORNEY
Park Bldg., Pittsburgh, Pa.

GIRL'S PHOTO FAILS TO MAKE BOARD NAME A TEACHER OF MUSIC

School Body Splits on Appointment of Instructor in Harmony.

UP TO SMITH TO DECIDE

Picture of Miss Elma M. Treuchler of Sanborn, N. Y., Causes Smiles and Gallant Remarks but No Action as to Application.

A music-teacher for the Conneltsville schools was not elected Tuesday, although the School Board took five ballots, three members voting each time for A. B. Morton, who has held the position several years, and the other three for Miss Elma M. Treuchler of Sanborn, N. Y. A letter from Miss Treuchler, in which she explained briefly her ideas concerning musical instruction and enclosing a photograph of herself, was shown the board. Messrs. Bishop, Davidson and Younklin voted for Morton and Shaw. Baisley and Hays for Miss Treuchler on four ballots. The fifth was taken upon the motion of Shaw, to make the election of Miss Treuchler unanimous. The fifth vote stood as on the other four ballots. Director Smith was not present last night, and it may fall upon him to decide upon the new teacher.

Efforts to reach an agreement upon the appointment of a music-teacher caused lengthy discussion. None of the members of the board seemed pleased with present conditions, but the three members voting for Morton were of the opinion that the election of Miss Treuchler would not be followed by improvement. Younklin thought the position was a man's job, owing to the territory to be traversed in reaching the various school buildings.

Director Bishop expressed a willingness to vote for Miss Treuchler, provided her election was made unanimous. Younklin declared he would not change his vote.

Four applications for the position were before the board last night. Zita Wallace of Conneltsville, A. B. Morton, last year's teacher, Miss Mary U. Knapp of Clarion, Pa., and Miss Treuchler. Other applications also will be considered by the Board at a special meeting.

"I don't want to be tempted; I am for Morton," said Director Bishop as Miss Treuchler's photograph was shown him.

Secretary Hays reported that the application of the man from Bad Axe, Mich., had been thrown out.

Members of the board and Superintendent Ashe and Principal Smith of the High School, will meet the teachers in the High School building at 8 o'clock Friday evening, August 30, regarding plans for the year, and to receive suggestions from the latter as to betterment. Director Shaw, last night, said there seemed to be a feeling heretofore, that the board was not in sympathy with the teachers. It was urged by the board that conferences with the teachers be arranged frequently during the school year.

"We can sue the Council," said President Younklin, during the discussion of damage caused the Third Ward building by surface water carrying debris into the basement of the building. The board's solicitor was instructed to notify Council in the matter.

The Building Committee will receive bids for laying sidewalks along the Board's property in Race street.

A letter from the L. C. Smith Brothers Typewriter Company, agreeing to lend five machines without cost was read and accepted. The offer is for three years. Three extra machines shipped here by the Remington Company, in alleged violation of contract, were ordered returned.

The bond of Treasurer Charles Baisley for \$30,000, and Secretary Hays for \$500, were presented and approved.

Tax Collector C. M. Miller was instructed to prepare a list of exonerations to the Finance Committee and to execute a note for the remainder of the money due the Board.

The report of the Treasurer, showing a balance of \$1,829.12 for the month of July, was accepted. The monthly report of the Secretary also was accepted.

The Episcopal church was exonerated from \$51.80 taxes for 1910 and 1911, upon condition that the amount be paid if the church property is sold.

A signed contract with the Carnegie Free Library trustees was received, and the President and Secretary of the school board were instructed to sign the agreement.

The Finance Committee reported that Tax Collector Norton had turned over about \$3,200 of the 1912 taxes to the Board.

Wilber Hamilton Scarlight was granted a permanent college teacher's certificate.

Washington Witness Held for Murder. George Greene, who had been active in gathering evidence against another man for the murder 10 days ago of pretty 13-year-old Celia Funka, near Washington, Pa., was held for the crime by a Coroner's jury yesterday afternoon. Although Greene was held as a witness, he was not suspected until he and his wife told widely divergent stories on the stand.

FATHER RABBED IN EFFORT TO GET DAUGHTER FROM MOTHER

John Allen Arrested at Mt. Pleasant After Attempt to Recover His Child.

MT. PLEASANT, Aug. 14.—A battle of words for the possession of Annie Ruth Allen, a pretty 8-year-old girl last evening at 7.30 o'clock, was the cause of considerable excitement here and resulted in the arrest of John Allen, the child's father, and William Spear, a boarder at her mother's home here on a charge of disorderly conduct.

Allen and his wife, it is said, have not been living together. The father came on from Oakton, Md., determined to take his daughter back with him. Refused custody of the girl by his wife, who lives in the Andrews' flats on Main street, he decided to take her by force, it is alleged.

Shortly after 7 o'clock, the child went to the pump at Evans' livery stable for a drink of water. Allen seized his daughter, tightly grasped her in his arms and attempted to carry her away, until the next train for Oakmont.

The child cried bitterly, despite the efforts of Allen to quiet her. She fought, and her screams attracted the attention of men in the livery stable. A crowd soon gathered. Her grandfather, George Crossland and Spear, the boarder, also were promptly on the scene. Finding further efforts futile, Allen released his hold on the little girl. She ran to her grandfather and Allen did not interfere.

Chief of Police Earl Herbert and Officer Robert Smith arrested Allen and Spear. A revolver, it is said, was found in the latter's possession, and he was required to put up a \$30 forfeit to secure his release. Allen's forfeit was fixed at \$5. They were to appear for a hearing today.

It is expected Allen will renew his efforts to secure possession of the child. The Allens formerly lived in Uniontown. Mrs. Allen is a daughter of Mr. and Mrs. George Crossland, of Mt. Pleasant.

POLICE AFTER AUTO SPEEDERS

Mt. Pleasant Council Orders Enforcement of Ordinance.

MT. PLEASANT, August 13.—At a special meeting of Council last evening, a motion was adopted to have the police instructed about enforcing the automobile speed ordinance.

Other motions adopted were: Sewerage Center avenue, and bids were read from J. R. Fife, Uniontown; P. E. Painter, Mt. Pleasant; Samuel Holmes, Mt. Pleasant, and Anthony Pietro & Brother, of Morgantown, W. Va., and Pietro's bid was accepted at \$81.50; to give the Merchants' Association the use of the band room to meet in on Friday; to have the Borough Solicitor Eugene Warden prepare an ordinance for the sewerage of Morewood street and an alley east of Morewood street, the Swartz alley, east of Morewood street, Washington street from Swartz's alley to Stevenson's alley, from Church street to Diamond street, from Hitchman street to Center avenue, from the Miller property on Center avenue to Standpipe alley, and to have all West Penn cars stop at cross streets; to have a committee of three appointed to call on Superintendent of Transportation Coffee of the West Penn and explain the matter; to buy a telephone from the Mutual company for Police Officer Smith's home.

The Street Commissioner was instructed to buy brick from Mrs. Emma Stauffer to complete the waterables begun in the East End of town.

DR. M'KEE FIRST AID JUDGE

Health Board Head at Greensburg Meet in Which Girls Will Compete.

Two teams of girls, wearing white uniforms and displaying the Red Cross on their sleeves, will give a demonstration at the conclusion of the big first aid contest at Oakford park, Saturday afternoon. The young women have been drilled in first aid work and are as fully equipped to render help to victims of accidents as the men composing the first aid teams, who also will compete in the contest. The girls come from Edna No. 1 and No. 2 mines, near Adamsburg.

T. B. Dills, bituminous secretary, Y. M. C. A. will be in charge of the contest, which will start at 2 o'clock. Special cars will run every 15 minutes from Irwin, Manor, Jeannette, Greensburg and Penn.

Dr. R. S. McKee of Conneltsville; Dr. J. S. Lawrence of Greensburg; J. W. Paul of the Pittsburgh Bureau of Mines; E. E. Bach of Ellsworth; Dr. C. C. Gans of Biler Hill, near Uniontown, and Dr. Metzgar of Latrobe have been selected judges.

MAN DIES OF RAT BITE

Western Maryland Employe Succumbs at Cumberland from Rodent's Attack.

Joseph Thornton Wagner, aged 64 years, an employe of the Western Maryland railroad at Cumberland, died Sunday afternoon at the Western Maryland hospital, from blood poisoning caused by being bitten by a rat about three weeks ago.

He paid no attention to the wound at the time, and continued at his work until about a week ago when blood-poison developed.

Mother Accuses Own Daughter. UNIONTOWN, August 12.—Emma Williams today was charged with incorrigibility by her mother. If satisfactory to parties concerned, she will be sent to Polk Industrial School in Vergo county. The parents of the girl are not living together.

WEST PENN TO BEGIN WORK ON A TROLLEY INTO WASHINGTON

Surveyors Detailed to New Traction Line From Monongahela Valley.

FRANCHISE GRANTED JUNE 17

Local Concern Awarded State Charter and Last Obstacle to Entrance into County Seat Removed—Charleston Extension Planned.

Surveyors and rights-of-way men will be at work in a few days on a subsidiary of the West Penn. Railway company from the Monongahela valley to Washington, according to reports from the local offices Wednesday.

Last week the final obstacle in beginning active work was removed when a charter was granted at Harrisburg to the Washington Traction Company and the Ellsworth & Washington Street Railway Company.

The charters recite that the former is to build 11 1/2 miles of track in Washington and has a capital of \$10,000, and that the Ellsworth line is to construct 24 miles of track, from Washington to Ellsworth, and has a capital of \$55,000. The incorporators in each instance are J. W. Warwick, Charles S. Caldwell, L. E. Paul, L. S. Vowell and P. B. McKinley, all of Washington. The companies are taking out the charters for the West Penn which will build the line from the county seat to Monongahela.

An ordinance was passed by the Washington council granting a franchise to the Washington Traction company over the borough streets, on June 17. The Pittsburgh Railway company objected to the charter.

According to present plans the route to Washington will be almost direct from Ellsworth and Bottleville. An affiliated company has been working and engineers have been surveying a line from Monongahela to Ellsworth. These engineers are to be moved to the section between Ellsworth and Washington. Most of the rights of way have been taken up between Monongahela and Ellsworth.

The building of a trolley line to Bottleville by the West Penn, is thought to be preliminary to entrance into Charleston.

ANOTHER CAVEIN OCCURS IN OLD TUNNEL AT SAND PATCH

Contractor Admits Fall of Earth, But Local Engineer Denies He Was Advised.

Another cavein occurred at the old Sand Patch tunnel Tuesday when several tons of earth were dislodged. It was admitted at the office of Contractor Kerbaugh at Sand Patch this morning that the cavein occurred. Division Engineer Petri of the Baltimore & Ohio, said he had not been notified of any cavein.

It is not known how long the cavein will delay the re-opening of the old bore.

Reports from Cumberland Wednesday state that a very serious fall in the old Sand Patch tunnel, occurred yesterday. It is said that the company has been working five steam shovels removing the top from the old tunnel and this is causing a constant disturbance.

Two private B. & O. cars passed through Cumberland on No. 47 Tuesday morning. One of the cars was occupied by General Manager A. W. Thompson and the other is believed to have carried President Daniel Willard and other officials to Sand Patch.

B. & O. BRAKEMAN CUT IN TWO LENGTHWISE IN CUMBERLAND

Man Believed to Be H. H. Glenn Meets Death in Accident at Crossing.

The body of a Baltimore & Ohio railroad brakeman, whose time book gave the name of H. Gaylor, but who is believed to have been H. H. Glenn, was found on the Baltimore & Ohio tracks near the Bedford street crossing, Cumberland, Wednesday morning. The body was cut in half lengthwise. It is thought the man fell from his train while coming from Conneltsville. Yard Conductor G. L. Brown discovered the body, which was wedged between the rails and which had to be pried loose. This required about a half hour's work.

In his book was written the request that if anything happened to him, that his insurance be paid his brother, Bert Glenn of Charleston, W. Va. It is stated Glenn had been discharged some time ago, and that he had changed his name so he could be re-employed.

Higgenbotham Redstone Auditor. UNIONTOWN, Aug. 13.—Thomas Higgenbotham was appointed auditor of Redstone township to succeed Owen Stewart, who resigned. Upon petition, an order was made to increase the assessment levy from 10 to 17 mills for roads.

Judgment in Sharpnack Case. UNIONTOWN, August 13.—In the case of Elizabeth Sharpnack, executrix, against D. B. Shepler and James B. Riffe, judgment was made absolute for \$153.85.

Have You Coal Land for Sale?

WEDS THRICE; WOMAN TWICE

Albert Whiskey Living Near Mill Run, Marries on His 54th Birthday.

On the 54th anniversary of his birthday Albert Whiskey, living near Mill Run, was united in marriage Saturday evening to Miss Emma Rittenour. The ceremony was performed at the home of the bridegroom by Squire H. W. Minge. It is Whiskey's third matrimonial venture, and his wife's second. Refreshments followed the ceremony.

The guests were Mr. and Mrs. T. G. Whiskey and children, Mr. and Mrs. C. W. Johnson and children, Mr. and Mrs. Smith Whiskey and baby, Mrs. Grant Ince, Stanton, Dennis, Ray and Ada Whiskey, Mrs. Dayton Younklin and family, Mr. and Mrs. Charles Burkholder and children, Mr. and Mrs. Herman Korman, Mrs. Jerry Firestone, Mr. and Mrs. Jacob Schroyer and family, Mr. and Mrs. John Dickey and baby, Misses Lena and Ruth Shearer, Misses Naomi, Buttermore, Carrio and Goldie Dickey, Pearl and Anna Pinker, Julia Kern, Lida and Myrtle Rittenour, Flora Whiskey, Edna and Ella Schuck, Clara Herman Miss Binkley, Dan Shearer, Ralph Cox, Earl Slater, William, Herman, Bert Miller, R. H. Dahy and H. H. Harbaugh.

JACKSON SUCCESSOR MAY BE NAMED SOON BY POOR DIRECTORS

Action May be Taken at Meeting the Last Thursday in August.

30 APPLY FOR THE POSITION

Among the Applicants for Office Made Vacant by Recent Accidental Death of Official Near Ohioyle, are Winfield Blaney and Thomas Love.

Action in the appointment of a successor to William Jackson, Director of the Poor, at led recently by a train near Ohioyle, may be taken by the Board of Directors at the next regular meeting, the last Thursday of this month. This was according to information Tuesday by telegraph, from the clerk of the board at the County Home near Uniontown.

According to procedure, the appointment of a successor will devolve upon the other two members of the board, George M. Strickler of Vanderhill, and James J. Barnhart, of Dunbar township. The position pays \$1,200 a year.

Already more than 30 applications have been received by the directors for the vacancy caused by Jackson's death. Among the applicants are Winfield S. Blaney of Dunbar township, and Thomas Love of Everson.

According to the clerk of the board, Jackson's accounts were audited recently and found satisfactory.

What was termed the largest number of inmates in summer on the history of the institution, are in the County Home at present. There are 128 men and 33 women, 19 white and eight colored children. The total is said to be almost as great as that during last winter.

B. & O. GETS SOMERSET GRANT

Franchise for Last Link of Coal Road to Garrett Awarded.

SOMERSET, Aug. 14.—An ordinance passed by the Somerset Town Council Monday night, gives the Baltimore & Ohio railroad a franchise for the last link of the new low-grade coal road from the Somerset fields to Garrett, on the main line.

The Somerset Garrett line connects with the Bowles cutoff, which taps the centre of the richest mineral region in the neighboring county.

With the completion of the classification yards at Somerset, coal trains will be made up almost at the mine mouth and sent direct to tide-water points. The new line to Garrett will eliminate the dip at Rockwood and the heavy grade to Sand Patch, by providing a low grade. It will enable one locomotive to haul from 60 to 80 cars.

B. & O. BRAKEMAN KILLED.

George James Ground to Pieces in Accident Near Gratton, W. Va.

George James, a Baltimore & Ohio brakeman, was killed at Brydon, near Gratton, W. Va., as his train was pulling into a switch to allow passenger Train No. 12 from the west to pass. He was mangled.

James was between the tender and his train, a west bound freight, and was caught as the train pulled into the switch, and ground under the wheels.

For New Tri-State Line. At a recent meeting in Greensburg, arrangements were made for the organization of a new independent telephone company which will give the Tri-State lines direct communication between Scottsdale and Greensburg, about October 1.

Charles Fasnberger Pays Costs. Charles Fasnberger, charged with threatening John Clark with bodily harm, was released by Justice Donegan yesterday evening, upon the payment of costs. The trouble is said to have originated over chickens damaging Fasnberger's garden.

ARMY BOARD TO SEE LOCATION FOR FLOOD DAMS IN THE YOUGH

Named by Chief of Engineers to Review Pittsburgh Commission Report.

LOCAL FIRM NOT CONSULTED

Although Reported West Virginia Development Company Would be Conferred With, No Action Taken in Cheat River Project.

A board of three United States Army Officers has been appointed by Brigadier-General W. H. Dixey, chief of engineers, U. S. A., to make an examination of the plans of the Pittsburgh Flood Commission, which proposes the construction of 17 dams in the Youghiogheny and Cheat rivers and other tributaries of the Ohio and Monongahela rivers, to determine to what extent the Government may aid.

The Flood Commission was notified yesterday, of the appointment of the Board, which consists of Colonel Curtis McD. Townsend of St. Louis, Lieutenant-Colonel Francis R. Shunk of Pittsburgh, and Lieutenant-Colonel Henry Jervoy, of Cincinnati. The report of the Flood Commission, containing the suggested location of the 17 proposed dams was filed some time ago.

Officials of the West Virginia Power & Development Company, of Conneltsville said the Flood Commission had not conferred with them regarding the location of the proposed dams on Cheat river, although reports were sent out that the Flood Commission planned to cooperate with the Development Company in the construction of the power dams.

The Board of army officers will assemble at Pittsburgh upon call of the senior member, and has been instructed to visit as many of the sites of the proposed dams as may be deemed necessary. This inspection will include the proposed sites in the Yough and Cheat rivers.

WESTERN MARYLAND RENEWS DICKER FOR FERNCLIFF HOTEL

Renewed Road Opens Negotiations Near Ohioyle, for New Picnic Ground.

Unconfirmed rumors from Ohioyle Wednesday were that the Western Maryland railroad had renewed negotiations for the Ferncliff Hotel and adjoining property. The railroad, it is said, contemplates remodeling the property to make it a picnic ground for the Conneltsville-Cumberland district.

Harry Marietta, proprietor of the Ohioyle House and whose son, Theodore Marietta, is the lessee of the Ferncliff, left yesterday on a fishing trip to Somerset. He will return this evening. D. H. Horton representing the Kendall interests, owners of the property is at Meyersdale today. Confirmation by the Western Maryland railroad authorities could not be obtained.

Reports from Ohioyle some months ago, were to the effect that the railroad had practically closed the deal whereby the property was to be transferred. Plans for the improvement of the hotel and grounds were said to be under way. Late reports are that the deal has almost been closed.

The Ferncliff has been under the management of Theodore Marietta this season. It is ideally situated for a picnic ground. The railroad cut across the river, and passed the front of the hotel.

BOY IS BORN TO MRS. JOHN JACOB ASTOR OF NEW YORK

Widow of Millionaire Who was Titanic Victim, Gives Birth to Heir.

NEW YORK, Aug. 14.—John Jacob Astor's posthumous child, heir to \$2,000,000, arrived at 8.15 o'clock this morning. It was a boy, and the attending physicians report the child and his mother, Mrs. Madeleine Forester Astor, doing well. The boy will be named John Jacob.

News of the interesting event, which has been awaited eagerly because of the tragic death in the Titanic of the child's father, was conveyed by a bulletin issued by the specialist in charge.

Early today, there was a unusual crowd in front of the Astor mansion in Fifth Avenue, drawn by the fact that the girl-widow did not take her accustomed automobile airing yesterday, and the idea that the stark had arrived was strengthened because of the scenes of activity about the house.

MOTHER WINS FIGHT TO HOLD DAUGHTER AWAY FROM FATHER

Court Awards Custody of Child to Mrs. Hughes, of North Union.

UNIONTOWN, Aug. 13.—Final order in the habeas corpus proceedings of Mrs. May Hughes for her 15-year-old daughter, was filed today, giving the child to the mother. The parents of the girl have separated. The father and several sons reside in Dunbar township. Mrs. Hughes and daughter have been residing in North Union township, and the latter has attended North Union township High School.

The Court said the interests of the child should be considered first, and advised the mother and father to stay away from each other.

BANKER SEES \$9,000,000,000 IN NEW WEALTH THIS YEAR

Chicago Financier Predicts Greater Prosperity in 1912 Than in 1911.

CHICAGO, Aug. 13.—Declaring that more than \$9,000,000,000 in new wealth will be produced from the soil this year in the United States against a production of \$8,000,000,000 in 1911, George M. Reynolds, President of the Continental and Commercial Bank of Chicago, in a statement today, declared this year will be one of unprecedented prosperity, taking into consideration the fact that it is a "Presidential" year.

His statement follows: The soil is richly rewarding the toil of men this year. Reports from investors all over the country indicate the following estimated yields of the principal crops: Wheat, 400,000,000 bushels; corn, 2,500,000,000 bushels; oats, 1,000,000,000 bushels; barley, 200,000,000 bushels; cotton, 13,000,000 bales; hay, 40,000,000 tons, and potatoes, 200,000,000 bushels.

Present crop conditions indicate an estimate of \$9,000,000,000 in new wealth to be produced from the soil this year, against an actual production of \$8,000,000,000 in 1911. There is, ahead, probably 12 months of good active business with moderate profits.

Business men throughout the country are active with caution, but their utterances indicate a change to a greater degree of courage than is usually noticeable in a "Presidential" year, despite the mixed political situation and the possibility of reversal of many governmental policies. There is a noticeable disposition to disregard politics and actual strictly to business.

There is no reason why crops have failed. The production this year is almost all things is above the average. Not only is there a noticeable security at nearly all the leading centers, but in skilled and unskilled labor.

Railroads, though entered cautiously, have not been able to keep equipment up to the requirements of the present business activity. Hence, it would not be surprising if there is considerable congestion during the crop-moving period.

SOMERSET QUARTET IS WED

Four Couples of Frosty Sons of Thunder Enter State of Matrimony.

SOMERSET, Aug. 13.—Miss Elsie M. Baker, daughter of Mr. and Mrs. Solomon E. Baker, and Harry E. Maurer, son of Mr. and Mrs. W. H. Maurer, both of Lincoln Township, were married at the parsonage of the Somerset Lutheran church, August 10, by the Rev. I. Hess Wagner.

Miss Iva C. Dixon, daughter of Mr. and Mrs. Samuel Dixon, of Windber, and Gurney B. Croft, son of Mr. and Mrs. Alexander Croft, of Afron, O., were married at Windber August 11, by the Rev. W. A. Winniford.

Miss Annie K. Sperry, daughter of Mr. and Mrs. James Sperry, and Allen W. Kaufman, son of Mr. and Mrs. Levi Kaufman, both of Conemaugh Township, were married at the residence of the officiating clergyman, the Rev. James Saylor, in Sculp, Level, August 9.

Miss Emma G. Countryman, daughter of Mr. and Mrs. Ephraim Countryman, and Thomas A. McKenzie, son of Mr. and Mrs. S. G. McKenzie, both of Meyersdale, were married at St. Philip and James Rectory, in Meyersdale, August 9, by the Rev. John J. Brady.

HELD ON LARCENY CHARGE

Michael Matucci at Uniontown, Pending Change in Accusation.

UNIONTOWN, Aug. 13.—Michael Matucci, charged with larceny by bailor, was brought before court this morning on habeas corpus proceedings and returned to the local police station pending a change in the charge of larceny, to be made at Williamsport, Pa. It was held by the Court that he could not be arrested in this county on a charge of larceny by bailor, when the alleged crime was committed in Williamsport.

Matucci is agent for P. M. Mallory & Company of Williamsport. The company sells goods on the installment plan and alleges Matucci sold goods for cash and sent contracts bearing fictitious names. The money alleged thus to have been collected by Matucci, amounted to over \$400.

NEW SALEM CHURCH LOSES

First New School Code Case in County Won by Board.

Viewers in the condemnation suit of the New Salem school board against the trustees of the United Presbyterian church of New Salem, today filed a report giving the value of the property at \$2,000. The court approved the report and directed that the money be paid. The viewers were Attorney D. E. Bane, William H. Binn and J. H. Landenberger.

The case is the first in the county under the new school code providing for the condemnation of property for school purposes.

Greensburg Councilman Dead.

William N. Brinker, 46 years old, died yesterday at his home in West Newton avenue, Greensburg. Brinker was in the men's clothing and furnishing business. He was a member of the borough council and a director of the Merchants' Trust Company.

Construction on New Greenwood Barns and Shops is Begun by Contractor.

Fifty new linemen have entered the employ of the West Penn. Company and are engaged in extending the transmission lines to properties recently acquired. W. M. Rogers, superintendent of line construction, said Monday he needed more linemen. Work was started yesterday on the extension of the line to Butler, Kittanning and Leechburg.

The West Penn is rushing improvements in an effort to complete the work before cold weather. Work was started yesterday on the new paint shops in Greenwood, the contract for which was awarded J. S. Graham of Pittsburgh, several days ago. Graham was also awarded the contract for the new car barns, which are to be of brick with concrete roof, 45 by 138 feet, with paint storage house of brick in the rear. There are to be four tracks in the shops.

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NEW CLAIMANTS TO THE SMITH ESTATE WILL GET HEARING

The Kepples and Heddingers of Westmoreland County Claim to be

FIRST COUSINS OF DECEDENT

The Orphans Court of Fayette County Withholds Confirmation of Final Report of the Administrator and Gives Claimants a Chance.

The Berthanna Rosanna Smith estate of Connelville, probably will cause additional litigation, following the entry of an order by Judge J. C. Work in Orphans Court at Uniontown Wednesday, giving Mary Jane Kepple and others an opportunity of proving their identity as heirs.

The confirmation of the report of Escheator H. M. Kephart of Connelville was ordered by Judge Work to be held in abeyance and the audit to be continued pending settlement of the case. The court ordered action entered in the records of the office of Escheator H. M. Kephart of Connelville, giving Mary Jane Kepple and others an opportunity of proving their identity as heirs.

The litigation has been dragging through the courts since 1905 following the death of Mrs. Smith when Logan Rush, Register and Recorder, notified the State that Mrs. Smith had died without heirs. H. M. Kephart was then appointed escheator to take charge of the estate.

Certain alleged heirs from St. Louis fought the case in the courts but it was finally decided in Common Pleas court that their claims had not been substantiated. Decedent was rendered in favor of the escheator on January 4, 1909, when Kephart presented his final report to the Orphans Court.

At that time the court held there was due the estate from A. A. Straub and J. D. Sherrick, proprietors of the Smith Hotel, Connelville, \$4,875 for rent.

On July 9, 1912, Mary Jane Kepple, Anna E. Ferguson, Mrs. Andrew E. Funk, William Hedding, Charles Hedding, John Hedding, James Hedding, Levi Hedding, Wilda Hedding, Anna Hedding, Clara Hedding, Mary Hedding, Elizabeth Hedding, presented to the Orphans Court a petition setting forth that the notice of escheat proceedings had not been given until almost two years after adjudication.

They alleged they were next of kin and heirs of Mrs. Smith and asked that the court revoke and set aside the adjudication of March 23rd, 1910, alleging that the finding was incorrect.

The value of the estate has been estimated from \$100,000 to \$250,000. The litigation over the estate and the attempts of alleged heirs to participate in its distribution have attracted much attention.

UNDERTAKERS ARE FINED FOR BURIALS WITHOUT PERMITS

Unknown Dunbar and Dawson Morticians Accuse Physicians of Negligence

Following a hearing on a charge of interring bodies without burial permits, undertakers in Uniontown, Fayette County and other places in Fayette County were sentenced to pay light fines at Uniontown, Wednesday.

The complaint was by State Agent Escheator of the State Health Department. The undertakers said they had not been provided with proper burial certificates when bodies were interred. They placed the blame on physicians claiming that certificates were sent to their offices where they were neglected.

An effort was made it is said to have the State agent prosecute the Poor Board of Fayette County for distributing bodies in July on the ground that according to law, this could not be done between June 1 and October 1.

COURT FREES HOTEL WYMAN TRUSTEE FROM LIQUOR CHARGE

J. G. Gorman Accused of Selling to Elmer Snyder a Minor

J. G. Gorman, trustee of the Hotel Wyman, who was arrested on a warrant sworn to by Mrs. John Snyder of Connelville township, charging that by his bartender he had sold liquor to a 15-year-old son, Elmer, was discharged on Wednesday.

Sullivan of Connelville township, neither Mrs. Snyder nor main witness Constable John Snyder, appeared at the hearing.

Gorman today displayed an affidavit from Elmer Snyder stating that the latter had never been sold or furnished liquor at the hotel and that his father, Constable John Snyder, of Connelville township had not subpoenaed him as a witness in the case. Young Snyder delivers milk for a local dairy.

Engineer Weds Rockwood Girl. J. P. Burnworth son of Mrs. M. P. Burnworth of Connelville, and Miss Lucy Buckman of Rockwood were married on Wednesday at the residence of Mr. C. E. Watson at South Connelville. The ceremony was performed at 7 o'clock by the Rev. R. C. Wolf of the Methodist Episcopal church. The bride was graduated from Frederick College and is well known in Rockwood. The bridegroom is a Baltimore and Ohio engineer with headquarters at Connelville. Mr. Burnworth will spend their honeymoon in Atlantic City, Philadelphia, New York and Washington. D. C. Mrs. Watson is a sister of the bridegroom.

If you have coal land for sale advertise in this paper.

GOOD ROADS CAMPAIGN OPENS FOR \$50,000,000 BOND ISSUE

Farmers Advised That Movement Will Benefit and Not Harm Them.

HARRISBURG, Aug. 8.—Notwithstanding the undoubted popularity of the good roads movement in this State, the officials of the Pennsylvania Motor Federation and others active in the cause are impressed with the importance of all friends of good roads taking advantage of every opportunity to emphasize this sentiment.

Careful investigation convinces the officials of the Motor Federation that the proposition to amend the Constitution so as to permit the State to borrow money up to \$50,000,000 for road construction is immensely popular with people of all classes but they have also learned that efforts are being made to lead the farmers of this State to believe that their interests are not paramount in this matter, and that somehow or other there would be more money for the dirt roads of the townships if the bond issue were not to go through.

Attention was directed today to the recent statement of an official of the State Grange to the effect that the proposed bond issue would require the setting aside of \$3,500,000 annually for interest and sinking fund which amount if expended direct would do a lot of road building. In answer to this it is pointed out by friends of good roads that no such amount would be required for carrying the bond issue as proposed. The bonds would not be issued all at once, but only from time to time in such amounts as were needed for the work in hand. It would be altogether impracticable to have \$3,500,000 of highway under construction at the same time.

Furthermore, instead of permitting all the bonds to run for the full 30 year period, the State would be in a position to retire some of them in a few years and others at frequent intervals so that it no longer would the full issue be outstanding.

The Grange official says that on two occasions the Governor cut large amounts out of the appropriations for dirt roads but it is significant that on both these occasions the appropriations for State roads also were reduced to such an extent that the Highway department was compelled to abandon a large portion of its construction program. In both cases the cutting was due to the fact that the State is exactly the condition the \$50,000,000 bond issue is intended to heal.

The advocates of the bond issue believe that when the farmers come to study the matter they will see that the proposed bonds will provide a way for relieving the current revenue deficit by the building of a new highway system and that this will leave more money for distribution among the townships for making and maintaining the dirt roads that are so important to the occupants of the farms.

It is pointed out that as long as the State is not able to complete the highway program, the State is not able to complete the highway program, the State is not able to complete the highway program.

The subject is likely to figure conspicuously in the campaign now being run for the members of the Legislature elected this year as in view on the \$10,000,000 bond issue in the session of 1913 and it will then go to the people for their approval.

NEARLY ALL LEMONT MINE IS SEARCHED BUT NO BODY FOUND

Only Searches Unusually for Corpse of John Stanton Flood Victim

Practically all of the Lemont mine with the exception of a small area from which the water has not been removed has been searched without trace of the body of John Stanton, one of three miners who perished in the mine during the flood of July 2.

Two shifts of men working day and night have been removing the debris from the mine. There are between 75 and 100 men on each shift which works 12 hours. It will require another shift to remove all the water from the mine.

Pumps at the Youngstown mine which was also flooded were placed in operation Tuesday and the water is being lowered gradually.

SNYDER, AFTER HIS ALLEGED CONFESSION, TAKEN TO JAIL

Constable Accused of Embezzling Township Taxes, Removed to Uniontown

Constable John Snyder who was charged with embezzling township taxes was taken to the county jail at Uniontown this morning by Constable J. W. Mitchell. Snyder confessed it is alleged, before Justice Lawrence Donegan prior to his departure for Uniontown.

Information was made against Snyder by Tax Collector Charles Fuellert of Connelville township and it is said taxes totaling \$110 are missing. Fuellert has taken charge of the tax duplicates held by Snyder.

Mrs. Ruth Phillips Dead. Mrs. Ruth Phillips, aged 72 years died Thursday morning at 1 o'clock at the residence of her daughter Mrs. Frank G. Best on East Main street. The body will be sent to Marietta O. for interment tomorrow morning at the Duquesne by funeral Director J. E. Sims. Mrs. Phillips was the widow of Robert Elmer Phillips of Uniontown and spent most of her life in Ohio. For the last three years she made her home with her only child Mrs. Best.

Somerset Holds For Art Invaluable. Somerset, Aug. 8.—Judge William H. Phipps has handed down a decision declaring the fee bill act of 1911 unconstitutional because it is unconstitutional and directed that Sheriff Charles I. Hochberg who was plaintiff in a test case together with all constables in the county shall be paid for their services fees specified by the act of 1901.

BODY OF MINER IS FOUND IN SUPERBA AT EVANS STATION

John Kuzina's Corpse Discovered Under Pile of Slate and Debris.

SEARCHERS NEAR THE VICTIMS

Rescuing Party in Coal Company's Workings Predicts Recovery of Remains of Fellow Workers by Tonight—Temporary Morgue Erected

Following the recovery of the body of John Kuzina, a Hungarian from the Polocant mine of the Superior Coal Company Wednesday afternoon, rescuers today exerted every effort to reach the bodies of the other 13 miners who died in the flood. At noon no trace of them had been found but it was believed some of the bodies would be reached by night.

Rescuers yesterday afternoon found Kuzina's hat and after a careful search of the immediate vicinity the man's body pinned under a full of slate and debris was found in the sixth but of the second shaft. It was removed to the temporary morgue where it was viewed by the widow and six children the oldest of which is a son aged 17, and the youngest an infant. The grief-stricken mother was held away fainting by her son.

When last seen before the flood Kuzina was 4,000 feet from the entrance to the mine. It is thought he did not understand the shouts of the Americans and was shut off by the flood before he knew of the danger. Funeral services were held this afternoon.

The evasive sent to Superba by Undertaker J. R. Lutz of Dunbar reached the temporary morgue erected by the coal company yesterday.

WASHINGTON COUNTY CORONER CENSURES B. & O. FOR WRECK

Jefferson Opines Company Is to Blame for Collision, Not Its Employees

Coroner Hoffman of Washington County has criticized the Baltimore and Ohio Railroad Company in the recent wreck at Leesville in which two men were killed and several injured according to reports here today.

Hoffman in an interview is quoted as saying: "While my investigation has not been made from what I hear the wreck is blamed on one of the colliding men for forgetting that a passenger train was due. While such a fault may come out it will not surprise me if the facts in this wreck are the same as in several others which I have investigated."

It may be true that this man forgot to do so, it is human and the system under which the trains are run by the Baltimore and Ohio in this division are conducive to such results. I have on file in my office communications from the State Railroad Commission in which they state that the Baltimore and Ohio is promised to install a block system of running trains in response to the recommendation of other jurisdictions but they have never followed this out.

I consider this obsolete system of running trains a conductor's system and schedule and told to keep out of the road of other trains. He may get a collision over it in a few years but in the main he may keep out of the way. This cannot be cordoned off too strongly.

NEGRO MURDER SUSPECT STILL HELD AT UNIONTOWN FOR PROBE

New York Authorities Believe William Harris Connected With the Crime

William Harris, the negro, arrested some time ago suspected of murder committed in New York State several months ago is still held at Uniontown for the White Plains, N. Y. authorities.

Following the return to White Plains of Sheriff Dove and assistant, negro brought here for the purpose of identifying Harris as the murderer.

Deputy Sheriff John J. Smith held the man. The negro with him New York officers said Harris was not the man, but that he was the man who was arrested at Uniontown. Harris was taken yesterday by a Uniontown photographer.

Somerset Annals Bridge Controversy. Somerset, Aug. 7.—The County Commissioners have awarded contracts for the construction of the following new bridges: concrete arch over Greys Run in Middlebrook township to Paris Road a company of Pittsburgh for \$1,550 concrete arch over North Fork Creek in Lincoln township to the same company for \$1,000 concrete arch over bridge over Stony Creek in Stonycreek township to the same company for \$1,000.

Volunteer Firemen Threatened to Quit. The West Side Volunteer firemen threatened the action of Council in refusing permission to use the new auto truck to New Kensington for the firemen's convention next week, to quit the service unless Council reconsiders a special meeting will be held Sunday at which the matter will be considered.

Married in Pittsburgh. James Clark of Pittsford and Loma J. Harbarger of Dunbar were granted a marriage license in Pittsburgh yesterday.

JOHN DULL NAMED PRESIDENT AT THIRD FAMILY REUNION

Outing at Killmarney Park Declared Best in History of the Organization

MILL RUN, Aug. 8.—The third reunion of the Dull family at Killmarney Park yesterday was a notable event, these at the summer resort.

The weather was ideal. The outing conducted by Jacob Dull, grandson of George, brought passengers from up and down the valley.

Ilia Rev. L. S. Colburn of Alexandria, Ohio, an eminent member of the family, arrived at Mill Run several days in advance and was received in style by the entire neighborhood. The Rev. L. S. Colburn, son-in-law of John S. Dull, president of the organization, presided at the reunion.

Services in honor of the Rev. Mr. Colburn were held at the Killmarney Park Baptist church Sunday at the morning and evening services in honor of the Rev. Mr. Colburn who presided at the reunion.

The morning service was held at 10 o'clock, the evening service at 7 o'clock. The Word Wide Invitational was held at 10 o'clock.

In 1910 George Dull of Millford township Somerset county bought a large tract of land upon which a large part of Mill Run Branch is built and moved here building a home and the present home of his son John S.

The name of George Dull's father was Peter, a son of John S. Dull, president of the organization, and three grandchildren, John George, John S. Dull, and John S. Dull, were present.

October 1910, 1912, George married Catherine Walker, whom six sons and the daughters were born. Daniel W. married, Peter C. married, John S. married, John S. married, John S. married, John S. married.

The public career of George Dull is full of interest. He was born in 1840 and was a member of the Uniontown Fire Company. He was a member of the Uniontown Fire Company.

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REGISTER AND CLERK'S NOTICE.

The following Executors, Administrators, Guardians and Trustees have filed their respective accounts in the office of the Register and Clerk of Orphans Court and the same will be presented for confirmation to the Orphans Court of Fayette County at the Court House Uniontown, Pa. Monday, September 2, 1912.

1	Joseph L. Griffin	William R. Griffin, administrator of the estate of	May 8, 1912
2	Alfred Keri	Richard A. Keri, administrator of the estate of	May 8, 1912
3	Alfred Keri	Richard A. Keri, administrator of the estate of	May 8, 1912
4	Alfred Keri	Richard A. Keri, administrator of the estate of	May 8, 1912
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RAILROADS TO MAKE RATE ADVANCE BY PHYSICAL VALUES

Experts Regard Move as Not Improbable Because of Decade's Changes.

IMPROVEMENT SAID TO BE CAUSE

Forward Trend of Lines Not Accompanied by Increase in Capitalization as Heretofore, but Will Place System in Better Light

It has lately become not improbable that eventually the railroads will be allowed to make some important rate advances through what until quite recently, would have been regarded as easily the most unlikely influence, a physical valuation says the Iron Trade Review. Enough has been done by way of valuation to suggest that a complete showing would be much more favorable to the railroads than has hitherto been assumed in several States, partial valuations have been made in a spirit which can be regarded on the whole as unfavorable to the railroads and these valuations have in nearly every instance proved high, compared with the expectations. Constantly the railroads have been expecting that eventually they would be allowed to raise rates their feeling being that there was an era of reductions which finally would yield to the necessities of the case but month after month the record is that of every 100 rate changes, passing through the commission only about one is an advance. Perhaps after all it will ultimately be found that a physical valuation will be the means of bringing about rate advances.

Whatever the relation 10 years ago or at present between actual value of the railroads and the securities issued against the properties there can hardly be any question that the improvements of the last decade have tended to improve that relation. There has been much improvement in properties which has not been attended by a corresponding increase in capitalization. In the construction of heavy for light steel rails in the steady supplanting of wooden by steel cars and in many other respects the railroad properties have been improved, year by year beyond the increases in capitalization standing against them.

In the older days of course it was different. When a road got into financial difficulties it made securities instead of improvements but in recent years the trend has been toward the position in which a physical valuation would place the railroads in a better light.

FREIGHT TRAFFIC SOON TO BE OPEN ON STATE LINE

Road into West Virginia Will Develop an Immense Coal Area

Freight traffic on the new railroad between Martin, Pa. and Fairmont, W. Va. is to begin about October 1 and passenger traffic about January 1, according to Colonel M. Schoon, manager Vice President of the Pittsburgh & Lake Erie which controls the new railroad.

Engineers have been notified to hurry the completion of the bridge at New Geneva a short distance above Martin where the new line connects with the Monongahela railroad. The Monongahela connects with the Pittsburgh & Lake Erie furnishing a direct seaboard outlet via the Pittsburgh & Lake Erie and Western Maryland for thousands of acres of coal lands in Greene county and Monongalia county, W. Va.

EXPRESS COMPANIES SHOW LOCAL DELIVERY ROUTES

Statements are Filed With Interstate Commerce Commission Upon Request

The United States Adams and American Express Companies are filing with the Interstate Commerce Commission, statements showing the extent of their free delivery routes in Connelville.

Local offices of the company have obtained maps of the city for use here and in the division offices of the companies.

M & D V Contracts 10 Miles
The Morgantown & Dunkard Valley Street Railway Company has awarded the contract for 10 miles of new road between Cassville, W. Va. and Pentress, W. Va. The contract was let in three parts and the entire job is to be completed within 90 days. Eventually the Morgantown & Dunkard Valley will extend to Blacksville, W. Va. where it will connect with the new trolley from Waynesburg to Blacksville.

Operators in Commerce Chamber
WASHINGTON, Aug. 10.—The Southern Interstate Coal Operators' Association of Kansas City with 100 members has been elected to membership in the Chamber of Commerce of the United States or American.

School Repairs Complete Soon
The school board expects to have school building repairs complete the middle of next week. An inspection will then be made.

WYOMING'S COAL SUPPLY IS PERHAPS LARGEST IN UNION

United States Geological Survey Finds Half of State Bears Mineral

The United States Geological Survey estimates the quantity of coal in the ground in Wyoming as exceeding that of any other State in the Union with the possible exception of North Dakota. This great quantity is due in the first place to the large number of coal bearing formations in the State second to the great number and thickness of the coal beds and third to the size of the State being underlain by coal bearing formations.

The largest coal field of the State is that of Powder river which lies in the basin or trough between the Black Hills and the Bighorn Mountains and extends from North Platte River to the Montana line. This field is the southern extension of the great Fort Union coal region of Montana and North Dakota and embraces in Wyoming an area of about 15,000 square miles. Of this area at least 11,000 square miles are underlain by coal beds known to be more than 3 feet thick and the remainder may in places contain beds thick enough to work.

Wyoming is the second largest coal producing State in the Rocky Mountain region. Colorado ranks first and if production in Wyoming continues to increase within the next few years it will have done in the last 2 years what Colorado has done in the last 10 years. The coal mined in Wyoming is bituminous and subbituminous. More than half of the product comes from the Kemmerer district in Lincoln county and from the Rock Springs field in Sweetwater county.

The Survey's estimates give Wyoming credit for a larger original coal supply than any other State except North Dakota, which is estimated to have contained originally 507,000,000,000 short tons of coal. The coal in North Dakota is however a lignite but while the coal in Wyoming is either bituminous or semi-bituminous, Wyoming's supply is estimated to be 424,054,000,000 short tons compared with which the aggregate production to the close of 1910 (3,345,844 short tons) appears insignificant. The total exhaust of the beds up to the close of 1910 amounted to 14,000,000 short tons or thirty-four thousandths of 1 per cent of the total estimated supply.

GEOLOGICAL SURVEY FINDS NO SALEABLE COAL IN DAN RIVER

United States Inspectors Report Lack of Commercial Product in Region

The maps of the coal fields of the United States show in the northern part of North Carolina a narrow belt which is called the Dan River coal field including the towns of Walnut Cove and Cementown. This field has been known for nearly a century but there is no record of coal production from it.

The bright bituminous shale exposed in a number of places along the Dan River is believed by some of the residents of that village to have coal value although none of them used it. High grade coal has been found in several places in this region in a seam ranging from a few inches to a foot in thickness and this fact together with the belief of people in the district that a shale is a sign of coal and if followed far enough under cover will lead to coal has caused more or less speculation.

In 1901 a citizen of Winston-Salem, N. C. spent several thousand dollars in sinking a shaft on the Carbonaceous bed and a diamond drill hole at Walnut Cove. His failure to find a workable coal bed led to a request for information from the United States Geological Survey as to the probability of the existence of coal in the Carbonaceous bed. A examination of the field made in 1910 by R. W. Stone, a geologist of the Survey, has led to the conclusion that there is no reason for expecting to find commercially valuable coal beds in the Dan River district.

The beds of shale in this region are merely local deposits of an illitic, earthy nature and are of a few inches thick. The thick bed of Carbonaceous shale is valueless. It is therefore useless. Stone states to expend in any exploration in this region in the hope of discovering a coal seam is a waste of money. This effect was reached by the Geological Survey in May 1910.

FEDERAL SUIT AGAINST UNITED STATES STEEL RESUMES SEPT 23

Government Claims Much Damaged to the Corporation

H. E. Coon of the Government counsel in the dissolution suit against the United States Steel Corporation is authority for the statement that the hearings in the suit will be resumed on September 23 in Pittsburgh. About two to three weeks are expected to be taken up in Pittsburgh. After that it is proposed to conduct examinations of witnesses in Cleveland, Washington and Chicago before returning to New York City. Two or three weeks are expected to be occupied by the hearings in each of these three cities.

Following the Government's taking of testimony further hearings will be held in which counsel for the Steel Corporation will examine the corporation's witnesses with the Government cross examining. The Government is learned has ordered for record a great deal of documentary evidence since the opening of the suit and in June which it is claimed will have an important bearing on the outcome of the suit. Considerable of the evidence is said to be of a nature calculated to offset statements made by witnesses in the previous hearings in favor of the corporation.

Survey West Side Coal
Surveys of the Soisson and Lang mines beneath the West Side are being made in an effort to determine whether coal has been removed from properties beneath which the right are owned by the company. The survey made at the instance of property owners, is by the South Penn Engineering Company.

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STEAM AND TROLLEY LINES CONCENTRATE ON SAFETY

Rules for Men in All Departments Include Discharge for Violation

Superstition forbids walking under a ladder—so does the Pennsylvania railroad but for a different reason—it is dangerous.

This is but one of the many orders issued by railroads to protect employees from death or injury. No possible danger though seemingly trivial is too small for the railroads to notice when it may endanger the working men's lives.

So stringent have become the rules of the companies that an employee may no longer endanger his own life with impunity. He that is unnecessarily careless of his own safety loses his job if not his life. The demand that he has been sent out by the management of all roads. The careless shall be reprimanded and the foolhardy shall be dismissed from the service.

While the safety of passengers has always been the paramount consideration of the railroads, within the past two years has come a widespread demand on the part of the management for fewer deaths and injuries to their employees. Traveling rules looking toward the safety of the men have been drawn up by the road and have been sent out to those engaged in operation, or working about the roads.

Among some of the Don'ts for employees are:
Don't think because a wire is dropping that it is harmless.
Don't walk through sleeping cars.
Don't sit or lie on the floor of a car.
Don't sit or lie on the floor of a car.

Don't fail to heed all warnings.
Don't hold a telephone receiver during the use of a train.
Don't be on the track with any rail car.
Don't be on the track with any rail car.

Don't use compressed air to clean clothing or for practical jokes.
Don't insert your finger in bolt or rivet nut to ascertain if parts are tight.
Don't get excited when trouble occurs. Think you should be calm and then do it promptly.

Don't walk under a man working on a ladder or pole.
Obeying passengers riding on the train running into terminals have not the increased price of the men during recent months. The trainmen walk through all the cars and keep a watchful eye for obstructions. If a switch or a tie rod happens to be in the way of the car, the passenger is warned that it is likely to trip someone and on no account is it to be removed. The brakeman or conductor himself it is to be the worker.

Another duty of the trainman is to attend to packages and mail. If he is placed on the train with a package, he must take care of it. If he is placed on the train with a package, he must take care of it.

The same rule applies to the carmen. If he is placed on the train with a package, he must take care of it. If he is placed on the train with a package, he must take care of it.

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ROADS AND POSTOFFICE TEST STEEL CARS FOR INSULATION

Pennsylvania Lines in Pittsburgh Experiment as to Heat and Cold

Executive officials of railroads operating into the Pittsburgh district are sitting with much impatience the report of reports on the tests made under the joint observation of committees representing the railroads of the country and the Postoffice Department in determining the most effective method for insulating steel passenger and postal equipment.

The committee in question have been working jointly for many months past preparing plans and specifications for the standardization of postal cars which have been approved in the main by the Postmaster General, notwithstanding some minor details in respect of effectiveness were incomplete.

Three types of cars were employed in making the test—Pennsylvania steel cars, one of the old style Pennsylvania wood cars and a Big Ten composite wood and steel car.

The principal object of the experiment was to determine the effect of the steel cars on the insulation of the postal cars. The results of the postal car tests will be equally valuable in the construction of either referring to the matter generally in an official of the Pennsylvania in Pittsburgh.

The desire for greater safety for the traveling public has led the Pennsylvania lines to substitute steel for wood in the construction of passenger cars and probably 80 or 90 per cent of the new passenger equipment is of steel construction. Many experienced travelers have complained that while the steel cars may be safer they are colder in winter and hotter in summer than former wood cars and therefore in some respects not quite so comfortable.

Set of course is a better condition for the steel cars and steel rails per se than for the wood cars and steel rails. It is true that the insulation of steel passenger equipment is an important matter and it is not so much when wood cars were used entirely and the metal cars were used only in the winter. It has been seeking the best way to handle the problem.

Many different materials are used and have been subjected to extensive laboratory tests as well as actual service conditions. Among the materials used are but, as a vegetable fiber, sheep's wool, etc. Some of the materials which are insulating qualities will not stand the vibration to which the insulation is subjected under service conditions. Other materials are better at a through of moisture within the wall of the car.

STEAM CLUB STUDIES LAW
New Organization at Mutual No. 2 District Government

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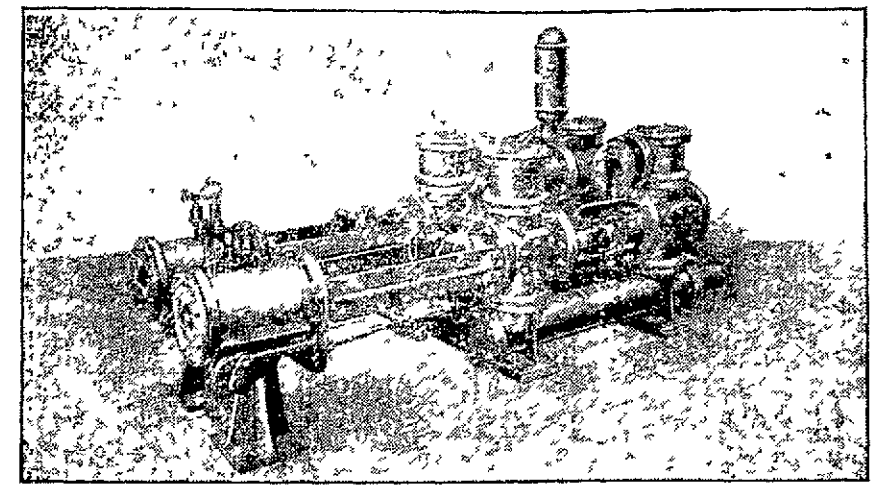
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GENERAL MAP OF THE BITUMINOUS COAL FIELDS OF PENNSYLVANIA 1909 10.

BY PAUL HALPASTADT, I. G. S.

Showing the location of the mines and giving the names and postoffice addresses of the Operators. With which is combined a Geological Railway and Waterway Outlet Map of the entire APPALACHIAN COAL FIELD from Pennsylvania to Alabama giving the location and extent of all the Coal Districts.

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Aux in Co. & Coke Co.	Plants 1, 2 and 3	Y. C. Iron & Steel Works	600
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Colonial Coke Company, Smock	100	Struthers Coal & Coke Co., Fairbank Works	160

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